



March 14, 2007

**Subject: The Land Development Ordinance Committee**

The Land Development Ordinance Committee (LDOC) met Wednesday, March 14, 2007, at 4 p.m., in the second floor Seminar Room located at The Plaza, 100 W. Innes Street, to discuss rewriting Salisbury's ordinance code. In attendance were George Busby, Bill Burgin (Co-chair), John Casey, Mark Lewis (Co-chair), Brian Miller, Rodney Queen, Bill Wagoner and Victor Wallace.

**Absent:** Jake Alexander, Karen Alexander, Phil Conrad, Steve Fisher, and Jeff Smith

**Staff Present:** Bryan Alston, Patrick Kennerly, Diana Moghrabi, Dan Mikkelson, Preston Mitchell, David Phillips, and Patrick Ritchie

**The Meeting was called to order** with Bill Burgin (Co-chair) presiding. The minutes of the March 7, 2007, meeting were accepted as published. Meetings will continue Wednesdays at 4 p.m. in the Plaza until further notice.

**CHAPTER SUMMARIES**

Preston began the discussion on Chapter 10, Parking—revision date of 3-1-07.

**Page 10.2**, Off-Street Parking Area Provisions, is generally more restrictive than the current code. The table is the backbone of the chapter (by building type). The committee signed off on the table.

**Page 10-3**, Section B, is more restrictive. Take out the UR-P; requirements are in other sections. It's a good idea to put in Chapter 2. (Relative to TND)

**C & D**—there was an extensive discussion on surface requirements. **Section C** was added after the Monday staff review. In Section C, non-residential requirements should be clarified. It would be agreeable to use gravel (non-dust producing and non-slip material) in an overflow parking area. Bill Wagoner was very interested in industrial site parking and requested clarification. He suggested inserting exemptions—like that area used for staging.

**Section 10.2.E.** Connectivity: Language will be worked out by staff at the Monday meeting. The committee discussed connecting parking lots for quite a long time. By right you give a connection: if other, use a conditional district.

Vision 2020 Policy Statement:

***Policy C-10: The City shall encourage the consolidation of commercial driveways onto major streets and the connection of adjacent parking lots.***

It should come as no surprise that the number of driveways entering a major street has a direct impact on the ability of the street to move cross-town traffic. Each turning movement (and there can be *hundreds per business* during the course of the day) associated with an individual driveway slows traffic and creates the potential for a traffic accident.

One way to reduce this problem is to consolidate driveways as, for example, when three driveways can be reduced to two. This can be as simple as a single business replacing the existing apron of an extra driveway with a vertical curb. In other instances, it may call for two businesses coming together to share a common driveway along their property line.

A second, equally important way to reduce turning movements onto major streets is to encourage adjoining businesses to connect their parking lots. This allows the motorist/shopper to visit more than one business on the same side of the street without turning back onto the highway for short distances.

## **Chapter 9**

Dan Mikkelson picked up on the continuation of Chapter 9.0, Infrastructure, Platting and Connectivity (*Draft 2.19.07*).

**Section 9.8**, Transportation Impact Analysis (TIA) is more restrictive because it is not required in the current code. Dan noted that all major thoroughfares (except Brenner Avenue) are state-maintained roads. Most minor thoroughfares are City streets. He drew the committee's attention to the likely triggers in the gray box on page 9-16.

Dan submitted an email from Phil Conrad, who was out of town, supporting the TIA section and suggested that the threshold for the TIA requirement be lowered to 2000 vehicles per day. He also recommended "some kind of peak-hour threshold that captures those developments that will produce a greatest spike in peak-hour congestion and require measures to mitigate these impacts."

Victor Wallace was concerned about adding layers of expense. What point in time does development have an impact on the community?

The committee made it through Chapter 9 and staff will reorganize the chapter; it will take a couple of weeks to make the revisions.

There were no comments from the public, and the meeting was adjourned at 6:00 p.m.

DM